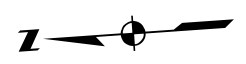
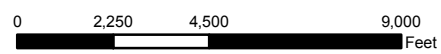


Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

**Legend**

- |  |                      |  |                                    |
|--|----------------------|--|------------------------------------|
|  | Part 77 Conical      |  | Precision Instrument Approach Zone |
|  | Part 77 Horizontal   |  | Visual Approach Zone               |
|  | Part 77 Transitional |  | Transitional Zone                  |
|  | Part 77 Approach     |  | Horizontal Zone                    |
|  | Part 77 Primary      |  | Conical Zone                       |
|  | Town Boundaries      |  |                                    |

NOTE:  
1. PLAN PREPARED IN CONFORMANCE WITH NH REV STAT § 424:3 (2015).  
2. DRAWN IN ACCORDANCE WITH AC 150/5300-13A, TABLE 3-2 AND PART 77, OBJECTS AFFECTING NAVIGABLE AIRSPACE.  
3. RUNWAY 2 HAS A VISIBILITY MINIMUM OF 1 MILE. RUNWAY 2 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 5, 8 & 9.  
THRESHOLD SITING SURFACE DRAWN WITH A 20:1 SLOPE. GLIDE SLOPE QUALIFICATION SURFACE DRAWN WITH A 30:1 SLOPE.  
4. RUNWAY 2 PART 77 APPROACH SURFACE DRAWN WITH A 50:1 SLOPE FOR THE FIRST 10,000 FEET, AND 40:1 FOR THE REMAINING 40,000 FEET.  
5. RUNWAY 20 DOES NOT HAVE AN INSTRUMENT APPROACH. RUNWAY 20 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 3 & 9.  
THRESHOLD SITING SURFACE DRAWN WITH A 20:1 SLOPE.  
6. RUNWAY 20 PART 77 APPROACH SURFACE DRAWN WITH A 20:1 SLOPE.  
7. RUNWAY 14 DOES NOT HAVE AN INSTRUMENT APPROACH. RUNWAY 14 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 3 & 9.  
THRESHOLD SITING SURFACE DRAWN WITH A 20:1 SLOPE.  
8. RUNWAY 14 PART 77 APPROACH SURFACE DRAWN WITH A 20:1 SLOPE.  
9. RUNWAY 32 DOES NOT HAVE AN INSTRUMENT APPROACH. RUNWAY 32 DRAWN IN ACCORDANCE WITH CRITERIA DEPICTED IN TABLE 3-2, ROW 3 & 9.  
THRESHOLD SITING SURFACE DRAWN WITH A 20:1 SLOPE.  
10. RUNWAY 32 PART 77 APPROACH SURFACE DRAWN WITH A 20:1 SLOPE.  
11. ALL DEPARTURE SURFACES DRAWN WITH A SLOPE OF 40:1.  
12. PART 77 TRANSITIONAL SURFACES DRAWN WITH A SLOPE OF 7:1. CONICAL SURFACE DRAWN WITH A SLOPE OF 20:1.  
13. PROPOSED STRUCTURES AND OBJECTS OF NATURAL GROWTH 200 FEET OR TALLER AS MEASURED FROM ADJUSTED GROUND ELEVATION REQUIRE NOTIFICATION TO THE FAA. REFER TO 14 C.F.R. § 77.9, FOR ADDITIONAL NOTIFICATION CRITERIA.  
14. ALL POLITICAL SUBDIVISIONS OVERLAYED BY AIRSPACE SURFACES SHOULD ADOPT A ZONING ORDINANCE TO RESTRICT THE HEIGHT OF STRUCTURES AND OBJECTS OF NATURAL GROWTH NEAR THE AIRPORT. IMPACTED POLITICAL SUBDIVISIONS INCLUDE THE TOWN OF SWANZEY, NH, CITY OF KEENE, NH, TOWN OF ROXBURY, NH, TOWN OF MARLBOROUGH, NH, AND TOWN OF RICHMOND, NH.  
15. GROUND ELEVATION BASED ON USGS DATA.  
16. FOR PLANNING PURPOSES ONLY. SURVEY DATA NECESSARY PRIOR TO ANY PROPOSED CONSTRUCTION.



**JACOBS**

**Dillant - Hopkins  
Airport Approach Plan**

Swanzey, NH

DATE: December 8, 2017	NAME: bbrewster
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